

## Civil Aviation News . . . . .

were all convertible into sleeping bunks and arranged in cabins for two or four passengers, the new flying-boats numbers 05 and 06 which were brought into service on June 15th have been converted to carry 34 passengers of whom only 30 would have sleeping bunks and the remainder normal seats in the centre portion of the aircraft. The 12 cabins each with two bunks are in the fore part of the aircraft and four cabins also each having two bunks lie aft. Although the company consider that this arrangement will cater for the two classes of traveller, the saloon and bar will be available to all passengers.

A U.S. Senate Committee has asked experts to undertake the study of possible development and the operation of commercial airships costing between £2½ and £5 million each and capable of carrying hundreds of passengers and large ton-nages of freight.

Probably the highest frequency air service on any route in Europe is that between Copenhagen and the Swedish port of Malmö, a distance of 25 kilometres. S.A.S. operate 26 scheduled flights a day with 28 on Sundays.

Mr. Theodore Wright, former head of the U.S. Civil Aeronautics Administration, and now in charge of research at Cornell University, has predicted that by 1955 there will be 400,000 aircraft and 7,000 airports in use in the United States. This, he said, compared with 100,000 aircraft and 5,800 airports at present in use. Mr. Wright also predicted that the number of pilots would increase from 500,000 to 1,000,000

within this period, and that route mileages on regular services would increase from 8,500,000 miles to a total of 15,000,000 miles.

## FROM THE CLUBS

THE programme and date for the Thruxton Air Races arranged by the Wiltshire School of Flying, details of which were published in *Flight*, July 15th, have had to be altered owing to transport and other difficulties. The Races will now be held on August 15th, instead of August 21st, and will begin at 10 a.m. instead of at 2 p.m. as previously intended. The order of events is expected to remain unchanged, although original timings may not be adhered to.

IN contrast to the attitude of our own Government the Canadian Transport Minister, Mr. Lionel Cheonier, has announced that the Federal Government may increase its financial assistance to the flying clubs across Canada. The present grant of \$5,000 provided for in the regular 1948-49 estimates was, he agreed, insufficient to meet the needs of the clubs. When the question of grants was raised in the Canadian House of Commons, Mr. Gordon Graydon, M.P., said that the clubs had played a vital role both in war and peace and were of great value to the country's security.

THE Royal Aeronautical Society, Brough Branch, in co-operation with the Brough Flying Club, will hold a competition for the Cirrus Trophy at Brough Airfield on August 21st. Open to standard Auster aircraft with Cirrus Minor II engines, the competition will take place only under Visual Flight Rules and will take the form of a navigation exercise.

Marks will be awarded for petrol used and the speed obtained over a given route. Entries are at the rate of £1 1s per aircraft, and should be sent to Mr. P. G. Lawrence, Blackburn Aircraft, Ltd., Brough, E. Yorks, by July 31st.

AT Fairoaks recently the first social evening was held since the return of the basic petrol ration. This function was extremely well attended, the guests numbering approximately 150, as compared with parties held during the period of restriction of private motoring, which usually failed to exceed 50 in number. Catering facilities were operated to capacity and since the weather was, fortunately, fine, the party overflowed on to the lawn where refreshments were served.

THE Community Flying Club, which operates from Woodley airfield, Reading, at week-ends hopes shortly to have the use of a further aircraft and will therefore be able to welcome fresh members who wish to fly as cheaply as possible. They have been unable to keep to their original rates but, for a £10 or £20 deposit members can fly at £1 15s and £1 5s per hour respectively. Those who may be interested in joining the club should get in touch with the secretary, Mr. Clifford B. Allen, at 66, Redlands Road, Reading, Berks.

SOME of the best heights since gliding was resumed after the war were achieved by members of the Derbyshire and

Lancashire Gliding Club at their recent one-week meeting at Great Hucklow. One of the best flights of the week was made by Mr. J. R. Robertson, of Wolverhampton. Leaving the club ground at 12.45 p.m. he landed five hours later at the West Herts Golf Club, Watford—a distance of 126 miles. Within a few minutes of launching Mr. Robertson reached a height of 5,000ft, although from Leicester onwards he had difficulty in maintaining 1,000ft due to moderating conditions. During the meeting Miss Leslie Benson, daughter of the Member of Parliament for Chesterfield, reached a height of 2,200ft in a trainer, the first time this feat has been accomplished at Great Hucklow, where the launching ground is in good condition.



THE TARMAC AT DERBY: Part of the Derby Aero Club's fleet photographed at Burnaston Municipal Airport. The Club is associated with the Wolverhampton club of which a photograph appeared in the preceding issue of "Flight".



M.P.s. AND AN AMBASSADOR: Mr. A. Lennox-Boyd (right) Chairman of the Conservative Civil Aviation Committee, recently flew from Hatfield to Christchurch with some members of the Committee. They inspected the prototype Ambassador in which this photograph was taken. Left to right are: Col. F. J. Errol, M.P., G/C. The Hon. G. Ward, M.P., Sir W. Wakefield, M.P., Mr. P. Bremridge and Maj. R. J. E. Conant, M.P.